

ROYAL NAVAL DIVISION.
PUB. SEC. BUREAU, HONGKONG.
THE ADMIRALTY have given
Official permission for raising a
Battalion of 1,000 men, who will be
strictly limited to Public School or
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Road Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1867

Registered as a Newspaper at the General
Post Office in the United Kingdom.

DURESCO.
The Colourwash which lasts
ten times longer.
Shade Card submitted upon
application.
ALEX. ROSS & Co.,
Sole Agents.

No. 18,014. 號四十四千八百一第 日三初月正年辰丙

HONGKONG, SATURDAY, FEBRUARY 5th, 1916.

六拜禮

號五月二年五國民華中

PRIOR, \$3 PER MONTH.

THE HOME MAILS.

TO DEPART.

Feb. 5th.—Europe via Siberia, at 11 a.m.,
per s.s. NAMUR.
Feb. 5th.—Saigon, Straits, Burmah, Cey-
lon, Aden, Western Australia,
India, Egypt, Europe, at 4 p.m., per s.s.
CORDILLERA.
Feb. 6th.—Europe via Siberia, at 9 a.m.,
per s.s. CHENNAI.
Feb. 8th.—Europe via Siberia, at 3 p.m.,
per s.s. ANHUI.
Feb. 10th.—Straits, Ceylon, Durban, Cape
Town, Teneriffe and London, at
11 a.m., per s.s. ARAGUA MARU.
Feb. 11th.—Straits, Burmah, Ceylon, Ade-
laide, Western Australia, India,
Aden, Egypt and Europe, at 2
p.m., per s.s. SARDINIA.
Feb. 12th.—Europe via Siberia, at 11 a.m.,
per s.s. CHINA.
Feb. 12th.—Shanghai, North China, Japan
via Nagasaki, Honolulu, United
States, North-South America,
Canada via San Francisco, and
United Kingdom via Canada,
at 11 a.m., per s.s. CHINA.

N.B.—For further returns and for Mails to
and from the Colon, Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 57½ lbs. net.
In Bags 50 lbs. net.
BHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. 119

PEAK TRAMWAY COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.		Every 15 minutes.
1.00 a.m.	to 8.00 a.m.	15 "
8.00 "	to 10.00 "	15 "
10.00 "	to 11.00 "	15 "
11.00 "	to 11.30 "	15 "
11.30 "	to 12.00 noon	15 "
12.00 noon	to 1.00 p.m.	15 "
1.00 p.m.	to 1.45 "	15 "
1.45 "	to 2.15 "	15 "
2.15 "	to 2.45 "	15 "
2.45 "	to 3.00 "	15 "
3.00 "	to 8.10 "	15 "
NIGHT CARS.		
6.00 p.m.	and 9.00 p.m.	to 11.00 p.m.
Every Half-Hour.		
1.00 p.m.	to 11.45 p.m.	
Every Quarter-Hour.		
SUNDAYS.		
7.45 a.m.	to 10.30 a.m.	Every 15 minutes.
10.30 "	to 11.00 "	15 "
11.00 "	to 12.00 noon	15 "
12.00 noon	to 1.00 p.m.	15 "
1.00 p.m.	to 6.00 "	15 "
6.00 "	to 6.30 "	15 "
6.30 "	to 7.00 "	15 "
7.00 "	to 8.10 "	15 "
NIGHT CARS on Week Days.		
SUNDAYS.		
Extra Car at 12 Midnight.		

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time tables, but
not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Comptroller order represent-
ing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 12th June, 1915. 185

FOR SALE.

POSTAGE STAMP
CATALOGUES

FOR

1916.

GRACA & CO.,

No. 4, WYNDHAM STREET.
Hongkong, 6th January, 1916. 130

SAVOY HOTEL.

21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL
in the City. Near to everywhere, and
providing all modern conveniences.

American or European Plan.

Rates \$4 and \$5 per day

Special terms to monthly guests.

Cable address Telephone No. 2510.
SAVOY. O. A. BIDDLE,
Manager.

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrails Condensers, Steam Turbines, Bronze Castings,
Pumps, Steam Turbines and Turbo-Alternators, etc.

NAGASAKI
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Dock No. 1. Dock No. 2. Dock No. 3.
Length on Keel Blocks ... 510 feet 350 714 feet.
Width of Entrance on bottom ... 77 " 53 88 "
Water on Blocks at Spring Tide ... 26 " 24 24 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 18 knots.
Two Floating Cranes of 60 and 20 tons each, besides 150 tons Giant Crane.

KOBE
TELEGRAPHIC ADDRESS: "DOCK," KOBE.
FLOATING DOCK.
Lifting Power ... No. 1. 7,000 tons. No. 2. 12,000 tons.
Max. Length of Ship taken in ... 480 feet. 580 feet.
Max. Breadth of Ship taken in ... 56 " 68 "
Max. Draft of Ship taken in ... 22 " 28 "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 2,000 tons.

HIKOSHIMA (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.
GRAVING DOCK.
Length on Keel Blocks ... 368 feet 0 inch.
Breadth at Entrance on bottom ... 56 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. 178

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS'
BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE:

Competes with the best quality English Coke in
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST FIREBRICKS GRADE
FIRECLAY.

STOCK ALWAYS ON HAND.
OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAISHAN, HONGKONG.
TELEPHONE No. 1090.

DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. 136

SOUTH

MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the WAR the WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Cars, operated between
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with
Dairen-Seiton (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
		Sailing at Hankow with the Trans-Manchurian Service				Sailing at Hankow with the Trans-Manchurian Service	
1st Class Fare	2nd Class Fare	1st Class Fare	2nd Class Fare	1st Class Fare	2nd Class Fare	1st Class Fare	2nd Class Fare
Shanghai (S.H.K.M. Svc) to Dairen	11.00	Dairen to Shanghai (S.H.K.M. Svc)	11.00	Shanghai (S.H.K.M. Svc) to Dairen	11.00	Dairen to Shanghai (S.H.K.M. Svc)	11.00
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Shanghai (S.H.K.M. Svc) to Dairen	9.00						

INTIMATIONS

REMOVAL NOTICE

WE have This Day REMOVED our Offices to Third Floor, QUEEN'S BUILDINGS (late premises of the Union Insurance Society of Canton, Ltd.) THORNTON & Co. Hongkong, 31st January, 1916. [232]

PROPOSALS FOR FROZEN FRESH BEEF AND MUTTON—Headquarters, Philippine Department, Office, Department Quartermaster, Manila, P.I.—Sealed Proposals will be received here until 12 Noon, March 7th, 1916, and then opened, for furnishing about 600,000 pounds Beef and 100,000 pounds Mutton. Further information on application. [1306]

WANTED.

A female TEACHER, with some experience, is required to take charge of the small Children's School at Lyman, at an early date. Salary \$40 per month. Any person desirous of the appointment should communicate at once with the INSPECTOR OF ARMY SCHOOLS, No. 1, Observatory Villas, Kowloon. Hongkong, 2nd February, 1916. [232]

G. R.

SANITARY BOARD OFFICE, HONGKONG. To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every Domestic Building or part of such Building within the WESTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of February and March. N.B.—The word "throughout" used in this Notice means that the Houses should be Limewashed in respect of all the Walls of each Room, all Ceilings, Partitions, Stair Cases and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs. The Backyard must have its containing Walls Limewashed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleaned. The WESTERN Division of the City lies to the West of Tank Lane and Cleverly Street. W. BOWEN-DOWLANDS, Secretary. Dated this 1st day of February, 1916. [230]

G. R.

ANY EUROPEAN, Non-Astetic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily. Hongkong, 10th July, 1915. [17]

VICTORIA RECREATION CLUB.

BOXING

SUBJECT to sufficient entries being received, an AMATEUR BOXING COMPETITION open to Hongkong will be held in the Gymnasium of the V.R.C. on FRIDAY, February 25th. CONDITIONS: (a) 3 two minute rounds and if undecided an extra round of one minute. (b) In 3 weights: 118 lbs, 132 lbs, and 146 lbs. (c) Competitors weigh in at V.R.C. on night of February 24th. Entries stating weight to be addressed to I. DUNN, Esq., care of V.R.C., before February 15th. No Entrance Fee. No Competition if less than 18 entries. The Committee reserve the right to refuse entries. Hongkong, 22nd January, 1916. [195]

FOR SALE.

ONE 10 H.P. HORNSBY ACKROYD OIL ENGINE complete with and coupled direct to one 6 K.W. Continuous Current Shunt Wound Dynamo of 50/70 volts with shunt regulator. ALSO ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps. For further particulars apply to—LINSTED & DAVIS, Alexandra Buildings. Hongkong, 16th September, 1915. [34]

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT BOMBAY For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Average for 36 years FROM 1874 to 1909. PRICE \$2 CASH. On Sale at the DAILY PRESS Office or Local Bookellers.

PUBLIC COMPANIES

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS will be held at the HONGKONG HOTEL, Hongkong, on SATURDAY, 12th February, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1915.

THE TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 14th February (both days inclusive), during which period no Transfer of Shares can be effected. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 31st January, 1916. [237]

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ANNUAL GENERAL MEETING OF SHAREHOLDERS will be held in the Office of Messrs. DODWELL & Co., Ltd., on MONDAY, the 14th February, 1916, at 11 A.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1915.

THE TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 14th February, both days inclusive. DODWELL & Co., Ltd., General Managers. Hongkong, 31st January, 1916. [228]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 16th February, 1916, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 15th February, 1916, both days inclusive. By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, 26th January, 1916. [207]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 18th day of February, 1916, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending the 31st December, 1915.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 7th February, to SATURDAY, the 18th February, 1916 (both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Court of Directors, N. J. STARR, Chief Manager. Hongkong, 31st January, 1916. [229]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LOST.

THE SHARE CERTIFICATE No. 4209 for Twenty-five Shares numbered 4901 to 4925 inclusive, standing in the Register in the name of FRANK BARRINGTON DEACON, having been LOST. Notice is hereby given that unless the said Certificate be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the Third day of February, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void. MOWBRAY S. NORTHCOTE, Acting Secretary. Hongkong, 3rd January, 1916. [144]

HUMPHREYS ESTATE & FINANCE CO., LTD.

SHARE CERTIFICATE No. 5122, dated 18th July, 1904, of One Hundred Shares numbered 85001 to 85100 inclusive fully paid up, standing in the Register in the name of Mr. ANTONIO JOAQUIM BASTO, of Macao, having been LOST or DESTROYED, Notice is hereby given that unless the said certificate be produced at the Office of the Company, Alexandra Buildings, Des Vaux Road, Central, Hongkong, on or before the 6th day of February, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 7th January, 1916. [166]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE No. 1946 for one share, \$100 paid up, numbered 11012 standing in the Register in the name of WO SANG, having been LOST. Notice is hereby given that unless the said Certificate is produced to the Society on or before the 26th April, 1916, a NEW CERTIFICATE for the said share will be issued and the old Certificate will thereafter be held by the Society as null and void. By Order of the Board of Directors, C. MONTAGUE EDE, General Manager. Hongkong, 26th January, 1916. [206]

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

HOUSES TO LET

GODOWN.

TO LET, GODOWN, approximate area 6,300 sq. ft. Situated No. 99, Praya East.

Apply—W. G. HUMPHREYS & Co., Liquidators for JERNEN & Co. Hongkong, 31st January, 1916. [231]

FURNISHED FLATS.

THE Undersigned are prepared to furnish some of their Tregunter Mansions (May Road) Flats to suit intending tenants. These Flats have first-class appointments which include English Baths and Kitchen ranges, hot water supply and water-closets. They are of two kinds, viz.: Flats with 2 Bedrooms and 2 Sitting Rooms and Flats with 2 Bedrooms and 1 Sitting Room. The latter are specially suitable for Bachelors. Arrangements could be made if desired for the use, in common with certain other tenants, of the adjoining fresh water swimming bath.

Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings. Hongkong, 26th January, 1916. [206]

TO LET—FURNISH ED.

NO. 5, MORRISON HILL. 6-Roomed House, 4 Bedrooms and 4 Bathrooms. Vacant from 1st March.

Apply—HARRY WICKING & Co. Hongkong, 3rd February, 1916. [235]

TO LET.

TWO HOUSES in "STONEMENGE," No. 5, Robinson Road. Newly done-up and remodeled. Each House contains downstairs Two Good Rooms and upstairs Three Bedrooms, each with Bathroom. Out-houses and Grass Tennis Court. Shortly available for occupation.

Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 22nd December, 1915. [114]

TO LET.

OFFICES in Queen's Building. Apply—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 8th December, 1915. [106]

TO LET.

NO. 11, GAGE STREET, from 1st January, 1916. Apply to—J. VINCENT BRAGA, Toyo Kisen Kaisha. Hongkong, 16th November, 1915. [100]

TO LET.

NOS. 9 and 10 MOUNTAIN VIEW. Apply to—M. J. D. STEPHENS. Hongkong, 12th November, 1915. [97]

TO LET.

"THE KENNELS," 169, Magazine Gap. Thoroughly renovated and repaired. Apply—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 10th November, 1915. [95]

TO LET.

RAVENSHILL EAST, Part Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November. Apply—DEACON, LOCKER, DEACON & HARTSON. Hongkong, 19th October, 1915. [90]

TO LET.

"GLENSHIEL," No. 141, Plantation Road, Pak, from 1st November, 1915. Apply—LINSTED & DAVIS. Hongkong, 16th October, 1915. [88]

TO LET.

A HOUSE in Knapford Terrace, Kowloon. Apply—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 24th October, 1915. [87]

TO LET.

OFFICES in St. George's Building, Second Floor, Overlooking Harbour, immediate possession. Apply to—SHEWAN, TOMES & Co. Hongkong, 2nd December, 1914. [33]

TO LET.

OFFICES at 2, Connaught Road. OFFICES in King's Buildings. OFFICES in Des Vaux Road Central. HOUSES in CLIFTON GARDENS, Conduit Road.

NEW HOUSES in Broadwood Terrace, HOUSES at the Peak. NO. 1, MORETON TERRACE, Causeway Bay. GODOWNS, at Wanchai. Nos. 1, 2 and 2, WEST END TERRACE. Apply—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 4th November, 1915. [32]

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon. THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon. FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Bath and Kitchen Range, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

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INTIMATION

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A. S. WATSON

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WINE & SPIRIT MERCHANTS.

DEATH.

DE LUCA.—At Rome, on January 22nd RAPHAEL DE LUCA, Commissioner of Customs (alder, son of Commr. Ferdinando de Luca, formerly Italian Minister to China, and Sophie Kennedy, of New Orleans), aged 50 years.

Hongkong Office: 10A, DES Vaux ROAD, C. LONDON Office: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG 5TH FEB. 1916.

THE FATE OF THE "APPAM."

THE mystery surrounding the fate of the West African liner *Appam* has been dispelled by the arrival of the vessel at Norfolk, Virginia, manned by a German prize crew. It is a great relief to know that her passengers and crew, numbering in all some three hundred souls, are safe, and that they have not, as was feared, met with an untimely and like so many other innocent non-combatants during the war.

When the vessel was nearly a fortnight overdue and it was reported that an empty stove in boat bearing her name had been picked up between Madeira and Morocco, the conclusion seemed irresistible that she had either fallen a victim to an enemy submarine or to one of the mines which, a message from Vigo said, were moored in the Bay of Biscay and had caused the loss of two Spanish ships. The statement that she was last heard of when near the Bay of Biscay proves to have been incorrect, for the news now to hand shows that at the time of her capture she was only sixty miles north of Madeira. Nor was her assailant a submarine, as first reported, but an armed merchantman, which, approached her without arousing suspicion, fired, and simultaneously dropped a canvas

from the fore-castle revealing a battery of large guns. Resistance was impossible. The liner was boarded, the crew were disarmed and imprisoned, and twenty German prisoners who were being conveyed to England from the Cameroons were liberated and assisted the prize-crew to navigate the ship to America, which apparently was reached without incident. That the vigilance of British cruisers was eluded on the voyage is explained by the fact that the whereabouts of such craft was ascertained by means of the wireless installation on board

and they were given a wide berth. The exploit is one which will be regarded with admiration in England as well as in Germany, for, as was shown in the case of the *Emden*, we can appreciate daring and resourcefulness on the part of the enemy so long as it is not marred by violations of International law and the Law of Humanity. At the same time, we shall await with interest an explanation of how an armed marauder—which has accounted for half-a-dozen British ships in a few days—happens thus to be roving the seas.

That she escaped from the Kiel Canal is regarded as most improbable. In the circumstances, significance attaches to the report, which reached shipping circles a fortnight ago, that a German ship had escaped from a neutral port. It has yet to be ascertained, however, where she obtained her guns and supplies. While this question is being investigated by the Admiralty, a nice point has been raised in International law by the claim that the *Appam*, which was flying the German Naval flag when she reached port, is entitled to be regarded as a German auxiliary cruiser. As she cannot put to sea again without almost certain risk of capture, Count FERNSTORFF contends that under the Prusso-American Treaty of 1828 the ship must be interned as a naval auxiliary until the end of the war and then be handed over to Germany. The ground upon which it is sought to establish the new status claimed for the *Appam* is not clear, though it is said that, in support of the claim, the German commander is circulating the story that she captured two British ships when crossing the Atlantic. How she achieved this feat, unless her German captors transferred guns to her before she set sail for America, it is difficult to imagine. At all events, Sir GORDON SPRING-RICE has applied for the return of the vessel to her owners in accordance with the constant British contention that a belligerent is not entitled to bring a prize to a neutral port. This contention Germany supported at The Hague Convention, which, the British Ambassador argues, supersedes the Prusso-American Treaty of an earlier date. The only parallel case which has arisen during the war is that of the *Farrar*, a British ship which was taken to San Juan by a German prize-crew a year ago and interned as a German auxiliary cruiser. In official circles, we are told, the view is held that this precedent will be followed.

A mail for Europe via Siberia closes to-day, at 11 a.m.

Mr. H. J. Harding, Assistant Chinese Secretary at the British Legation, has left for home via Canada.

The members of the Shanghai Stock Exchange sent as a New Year's donation to the Blind Soldiers and Sailors' Fund a draft for £208.

The Bishop of Victoria will to-morrow (Sunday) preach in the morning at St. Peter's Church, West Point, and in the evening at St. Andrew's, Kowloon.

A home correspondent states that Mr. W. E. Leveson, Secretary of the Shanghai Municipal Council, has been granted a commission in the Royal Garrison Artillery.

During the absence of Mr. E. G. Hillier on furlough, Mr. R. C. Allen, Chief Accountant of the Hongkong and Shanghai Bank in Peking, will have charge of the Bank's affairs.

It is reported that if the Chinese newspapers do not date their issues as under the new era within three days' time, they will not be allowed to circulate in Chinese territory.

Messrs. A. W. Burkill, G. D. Contie, W. S. Jackson, John Johnstone, John Liddell, E. C. Pearce, and H. H. Read have been elected stewards of the Shanghai Race Club for 1916.

Mr. H. G. Lister, president of the R.N. Concert party, sends us a statement of the accounts in connection with the recent concert on behalf of the widows of E. R. A. Manley and Pte. Penfold, showing the receipts amounted to \$424.08 and the expenses to \$17, leaving a balance of \$407.08.

The Rev. William Campbell, Missionary of the Presbyterian Church of England, for many years stationed in Formosa, has received Royal permission to wear the Insignia of the Fifth Class of the Order of the Rising Sun, which decoration has been conferred upon him by the Emperor of Japan in recognition of valuable services.

The Chinese Government has despatched a telegram to the Governors of the provinces, asking for reports regarding the preparations made by local officials for the reintroduction of the local self-government system and by what date the preparations will be completed.

The Bank of China and the Bank of Communications have been ordered by the Government to establish as many branches as possible throughout the Empire for receiving all State revenues, including receipts from the various Maritime Customs at Treaty Ports, says a Peking paper.

A Tokio despatch reports that Huang Hsing arrived at Yokohama on board the steamer *Chiyo Maru* on the 16th ult, from the U.S.A. and went up to Tokio and exchanged several visits with Dr. Sun Yat-sen. It is said that they could not agree in their views and Dr. Sun Yat-sen has become isolated. Huang Hsing left Tokio by train in the evening of January 23rd for China.

The engagement is announced of Miss Lois Ruth Goodnow, daughter of Prof. F. J. Goodnow, president of Johns Hopkins University, and Mr. J. V. A. MacMurray, first secretary of the American Legation in Peking. This crowns a romance which began during Miss Goodnow's recent trip to China, says *The New York Herald*. Mr. MacMurray, who has returned to Washington on leave, is staying with his mother.

An attractive entertainment has been arranged by the military chaplain (Rev. C. L. Cooper-Hunt) to be held in the Seamen's Institute, Praya East, Waichai, on Thursday evening, February 10th, at 8.15. The occasion will mark the opening of the Institute building as a men's club, specially intended for the use of the Territorial troops. The entertainment will be open to all. Light refreshments may be obtained on the premises.

The China Mail Steamship Co., which was recently organized and has already purchased the steamer *China*, has decided to increase its capital stock from \$2,100,000 to \$5,000,000. Look Tin-lee, President of the Canton Bank, of San Francisco, and President and General Manager of the new Company, has just announced the appointments of an assistant to the President and General Manager and a General Passenger Agent. Men who held important positions with the Pacific Mail were chosen. Head offices are to be established in San Francisco.

The funeral of Mrs. Hazeland (widow of a former Crown Solicitor of Hongkong) took place at Happy Valley on Thursday. The chief mourners were Mr. F. A. Hazeland (son), and Mr. and Mrs. E. M. Hazeland (son and daughter-in-law). Among others who attended were the Hon. P. H. Holyoak, Messrs. A. Denison, H. T. Jackman, T. L. Perkins, Findlay Smith, J. B. Wood, A. G. M. Fletcher, and W. Armstrong, Dr. W. V. M. Koch, the Rev. W. T. Featherstone, the Misses Middleton Smith and Griffon. The coffin was borne to the grave by Police Inspectors O'Sullivan, Brasil, Angus, and Sim, and two Sergeants. The officiating clergyman was the Rev. Copley Moyle. Among the floral tributes was a wreath from H.E. the Governor and Lady May.

WHIST DRIVE AND DANCE AT NAVAL CANTEN.

Another very enjoyable and successful whist drive and dance was held at the Naval Canteen, Praya East, last evening. There were 44 tables for whist, and the attendance numbered about 180. The arrangements were in the hands of a strong Committee, at whose head was Mr. H. Buck, R.N., and they were considerably assisted in their work by the members generally. Mr. J. Powney, R.N., was M.C. of the whist drive, and the prize-winners were—Ladies—1. Mrs. Henderson; 2. Mrs. Cochrane; 3. Mrs. Charlton; hidden number, Mrs. Budden. Gents—1. Mr. Puckett; 2. Mr. Jackson; 3. Mr. Matthews; 4. Mr. Stevens; 5. Mr. Holmes; hidden number, Mr. Mate. The prizes were presented by Mr. Powney, R.N.

Messrs. Raffles and Puckett, R.N., were M.C.'s of the dance, the music for which was provided by Mrs. Alderman (piano).

Escorted by Lieutenant Atkinson, attached to the British Embassy in Petrograd, thirty pounds of platinum, valued at 1,705,000 roubles (about Y1,000,000), arrived at Tsuruga by the O.S.K. *Hozan Maru* from Vladivostok on the 21st ult. The same day, it was sent by rail to Yokohama, whence it is to be shipped to the United States.

THE WAR.

TALES OF GERMAN RAIDER.

FITTED WITH TORPEDO-TUBES.

BRITISH STEAMER'S GALLANT FIGHT.

ZEPPELIN RAID INCIDENTS.

ONE AIRSHIP WRECKED.

CANADIAN PARLIAMENT BUILDINGS BURNED.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

THE "APPAM" AFFAIR.

BOW-PLATE DENTED AS IF STRUCK.

NORFOLK, February 1st.

One of the *Appam's* bow-plates is dented as if she had been struck. There were twelve Germans aboard and twelve of the passengers were sick. Correspondents have, up to the present, been excluded. WILL GERMAN CREW ELECT TO BE INTERNED?

WASHINGTON, February 1st.

It is believed that the German crew will undoubtedly elect to be interned rather than risk being captured by re-sailing. If the *Appam* is found to be a merchant-ship it is understood that she will be returnable to her owners at the close of the war, but if a German auxiliary she will go finally to Germany.

NEWPORT NEWS, February 2nd.

The name of *Appam's* assailant is *Moeve*, and the names of the steamers the latter sank are:—The *Ariadne*, *Dromonby*, *Clan McTavish*, *Corbridge*, *Farrington*, *Arthur* and the *Trader*.

LARGE AMOUNT OF BULLION ON BOARD.

LONDON, February 2nd.

It is announced that the *Appam* had bullion on board to the value of nearly half a million.

There were joyous scenes in the shipping offices when relatives were told that the passengers were safe.

The report which reached shipping circles a fortnight ago that a German ship escaped from a neutral port, becomes significant in view of the marauding of the *Moeve*. That the *Moeve* escaped from the Kiel Canal is regarded as most unlikely.

GERMANY CLAIMS VESSEL AS PRIZE.

WASHINGTON, February 3rd.

Count Bernstorff formally claimed the *Appam* as a prize under the Prusso-American Treaty. The State Department has ordered the release of the *Appam's* passengers.

INDIGENT GERMANS FROM THE CAMEROONS.

WASHINGTON, February 3rd.

The Immigration Officials refuse admission to fourteen persons as indigent. They exclude several Germans from the Cameroons.

GERMAN COMMANDER'S STORY.

NEW YORK, February 2nd.

The *Appam's* arrival caused a tremendous sensation, as it is the first instance of the pirates capturing a liner, while the question of status is likely to make a cause célèbre in international law.

The German Commander has already circulated the story that the *Appam* captured two British ships crossing the Atlantic with the object of proving that she has been used as a cruiser and thus ought to be interned. He admitted that the *Appam* did not resist. He says he captured her four days after she sailed and took her to Norfolk, fearing to meet a British cruiser if he went towards New York. When the *Appam* passed Virginia Capes she was asked by the fortress to state her name and replied that she was the German cruiser *Buffalo*.

[THROUGH REUTER'S AGENCY.]

NORFOLK, February 3rd.

The German commander Berg says that the capture of the *Appam* took place sixty miles north of Madeira on the 16th inst. The *Moeve* on the 17th engaged the *Clan McTavish* and sank her after an exciting combat. Fifteen of the crew of the *Clan McTavish* were killed. The *Appam* returned and picked up four of the crew of the *Clan McTavish* from the water. The commander of the *Moeve* then ordered Commander Berg to make for America.

INTERNATIONAL LAW.

It is stated that Sir Gordon Spring Rice and Count Bernstorff are going to Norfolk. The former has already interviewed Mr. Lansing. It is stated that Sir Gordon Spring Rice insists on the *Appam* being returned to her owners in accordance with the constant British contention that a belligerent is not entitled to bring a prize to a neutral port, which contention Germany upheld at The Hague.

WASHINGTON, February 2nd.

Sir Gordon Spring Rice applied to Mr. Lansing to release the *Appam* and return her to the owners in accordance with The Hague Convention, which, he argued, superseded the Prusso-American Treaty of 1828.

The German Embassy maintains that the Treaty is applicable and permits the internment of the ship as a naval auxiliary with its subsequent return to Germany.

America's attitude on the question has hitherto been non-committal. The only parallel during the war is the case of the British *Farn*, which was taken to San Juan with a German prize crew a year ago, when Mr. Bryan ruled that the *Farn* was a German auxiliary cruiser and ordered her internment.

HOW THE VESSEL WAS CAPTURED.

NORFOLK, February 2nd.

The *Appam* is still under the guns of the fortress and the passengers are promenading the deck. Captain Harrison told an American pilot that the weather was bright and clear and they were moving at a fair speed when they sighted a tramp approaching. They had no fear and were unprepared when suddenly the tramp fired.

"I hope to," said Captain Harrison, "and simultaneously the tramp dropped the canvas from the forecastle revealing a battery of large guns. We surrendered unresistingly. A prize crew boarded the *Appam* under the guns of the raider. They disarmed and imprisoned the crew in the cabins. They then liberated twenty German prisoners who assisted the prize crew to head the ship towards America. The Germans received messages from the wireless, but sent none. They thus ascertained the whereabouts of British cruisers, from which the German Commander Berg steered."

Sir E. M. and Lady Merewether and Mr. Fred James are safe on board the *Appam*. It is believed that it was an armed tramp and not a submarine which captured the *Appam*. A German commander says that the *Appam* did not resist.

[THROUGH REUTER'S AGENCY.]

The *Moeve* sank, on the 10th inst., the *Farrington*, and placed a prize crew aboard. The coal boat *Corbridge* was sunk on the 13th, while the *Dromonby*, *Arthur* and *Trader* were sunk on the 15th inst.

THE BULLION.

The Bank of West Africa states that the *Appam's* bullion totalled £30,000.

NORFOLK, February 3rd.

Some German seamen aboard the *Appam* wear caps bearing the name *Taule*. The Collector of Customs thinks that not the *Moeve*, but a larger vessel, captured the liner.

NEWPORT NEWS, February 4th.

It has now been decided that everybody aboard the *Appam*, except the prize crew, shall be permitted to land whenever they wish.

WASHINGTON, February 4th.

The status of the *Appam* has not been decided, but official quarters believe that she will be held as a German prize under the American-Prussian Treaty.

"APPAM'S" PASSENGERS' STORIES.

NORFOLK, February 4th.

Sir E. M. Merewether, interviewed, said that the raider flew the distress signal. He paid a tribute to the courtesy of Commander Berg and the prize crew of the *Appam*. The *Appam* carried less than £300,000 worth of bullion, which is now aboard the German cruiser. The raider was a vessel of 4,000 tons. He believed she was a fruit-trader.

Mr. F. C. Fuller (Chief Commissioner of Ashanti) said that the raider was equipped with two torpedo-tubes. Captured skippers said she was a converted merchantman, named the *Panga*. All expatiated on the gallantry of the fight put up by the *Clan McTavish*, which lasted for half an hour. Her gun continued to fire long after the German shells had fired the ship in half a dozen places. The *Clan McTavish* was sunk by two torpedoes.

"APPAM" DECLARED A PRIZE.

WASHINGTON, February 4th.

The *Appam* has been declared a prize. Mr. Lansing states that though the *Appam* has been declared a prize, her disposal involves further consideration of the Hague Convention and the Prusso-American Treaty.

The European crew of the *Clan McTavish* are safe. The casualties were among the *Lascars*.

DUTCH VESSEL ATTACKED BY SUBMARINE.

AMSTERDAM, February 3rd.

The Dutch motor-vessel *Artemus* was torpedoed near the lighthouse Noord-Hinder. The *Artemus* arrived at The Hook leaving. She reported that she had been attacked by a German submarine. German boats boarded the vessel and demanded that the lights be extinguished.

DUTCH MAIL-BOAT BEACHED, DAMAGED BY A MINE.

LONDON, February 3rd.

The Dutch mailboat *Princess Juliana* has been damaged and beached at Felixstowe. She was apparently struck by a mine. The passengers and crew were landed at Harwich, there being no-one missing. The mails were saved.

NORTH SEA DANGERS.

LONDON, February 3rd.

Three smacks and a trawler have been sunk in the North Sea.

BRITISH STEAMER SUNK.

LONDON, February 4th.

The British steamer *Belle of France* has been sunk. Nineteen *Lascars* are missing.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

ZEPPELIN DROPS BOMB ON SALONIKA.

SALONIKA, February 2nd.

A Zeppelin dropped sixteen bombs on the town and harbour, killing three Greek, one French, and two British soldiers, four Greek civilians, and wounding twenty Greeks.

A mosque, a warehouse and several houses and shops have been destroyed.

BANK BURNED DOWN.

SALONIKA, February 3rd.

A Zeppelin bombed Salonika on Monday night. Two projectiles fell in the Greek Prefecture and a third on the Bank of Salonika, which was burned down. Other bombs caused slight damage. Thirteen persons were killed and sixteen injured, including three soldiers.

An enemy aeroplane was brought down west of Salonika, and two airmen captured.

SALONIKA, February 3rd.

A Zeppelin again approached the town on Wednesday night, but stopped. It is believed that it was hit by British batteries.

AN AIR REPRISAL.

SALONIKA, February 3rd.

Fourteen French aeroplanes bombed and greatly damaged an encampment at Petrich, as retaliation for the Zeppelin raid on Salonika.

SALONIKA, February 4th.

Aviators dropped 181 bombs on Petrich, causing 28 fires. All the machines returned.

SMALL FRONTIER ENGAGEMENT.

ATHENS, February 4th.

It is reported that there has been an encounter between the Bulgars and ALBES on the Greco-Bulgarian frontier. The former fired at a French reconnaissance, but were repulsed.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ENEMY'S OFFENSIVE IN WEST.

EFFORT ON THE AISNE STOPPED.

PARIS, February 3rd.

To-day's communiqué says:—A German attempted offensive on the Aisne, after artillery preparation, was stopped by a curtain of fire and fusillades.

ACTIVITY IN ARGONNE.

PARIS, February 4th.

The evening communiqué says:—Enemy trenches and marching troops north of the Aisne were bombarded.

There was very active mining 'n' the Argonne. The French exploded nine mines at various points, wrecking enemy underground works. An attempted enemy attack was immediately stopped.

RECIPROCAL SHELLING AT LOOS.

LONDON, February 3rd.

Heavy shelling was to-day directed at Loos and at our trenches in the vicinity. We replied effectively. There was some mining activity, mainly on our part, about the Hohenzollern Redoubt, between it and the La Bassée road.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

SCOUTS BLOW UP RAILWAY LINE.

PETROGRAD, February 1st.

Russian scouts have blown up the part of the Baranovitchi-Vilna railway which the Germans had recently repaired. The Germans are using new small aeroplanes on the southern front.

SUCCESSFUL RUSSIAN ENTERPRISES.

PETROGRAD, February 4th.

A communiqué says that Russian Scouts in the Riga region are most daring, crossing entanglements and firing at enemy working parties. Armoured motor-cars dashed to the front trenches and shelled the enemy, returning scatheless, though cannonaded.

Similarly, in Galicia, between Tarnopol and Lemberg, Russian bombers destroyed entanglements, captured Lunette, and pursued the fleeing garrisons.

There was heavy cannonading on the Pruth and Dniester fronts. The enemy, covered by the fire of 12-inch guns, twice attacked, but was repulsed.

RUSSIAN PROGRESS IN CAUCASUS.

PETROGRAD, February 4th.

A communiqué says that Russians continue to advance in the Caucasus. They found 300 frozen bodies of Turks in one position.

GENERAL.

[THROUGH REUTER'S AGENCY.]

FIRE IN CANADIAN PARLIAMENT.

BUILDINGS BELIEVED TO BE DOOMED.

OTTAWA, February 4th.

The Parliament Buildings are on fire and it is believed that they are doomed. Members sitting narrowly escaped; two are missing. Two pieces of the Speaker were killed. It is believed that the fire was due to the explosion of a bomb.

The bodies of the two pieces of the Speaker have been found. Members who were near the Reading-room confirm that the fire was due to a bomb explosion. All were thrown to the floor.

The Duke of Connaught watched the scenes. Several policemen and firemen were injured in the collapse of one end of the building.

The Speaker's wife made a perilous leap for life. The corridors of the Speaker's chambers were aflame when she jumped a distance of 20 feet into a life-net. Her two children were rescued with difficulty.

Fortunately the debate was most uninteresting, and the House was very thin. A northerly gale for an hour converted the Parliament into a mass of fierce flames.

The fire has now been controlled. The damage is estimated at £1,000,000.

CONSCRIPTION IN BRITAIN.

LONDON, February 3rd.

A Proclamation enforces the Military Service Act from the 10th February.

RUSSIAN PREMIER RESIGNS.

PETROGRAD, February 3rd.

M. Goremeykine, the Premier, has resigned on account of impaired health. M. Saurmer, Councilor of Empire, has been appointed Premier.

AUSTRALIAN WAR LOAN OVER-SUBSCRIBED.

MELBOURNE, February 3rd.

The War Loan of £10,000,000 has been over-subscribed.

COMMONWEALTH AND FRUIT PROHIBITION.

MELBOURNE, February 3rd.

The Commonwealth has informed the Imperial Government that arrangements had already been made to ship one and three-quarter of a million cases of fruit, and that an entire stoppage will ruin the small growers.

[THROUGH REUTER'S AGENCY.]

THE ZEPPELIN RAID ON ENGLAND.

MUCH DAMAGE; MANY CASUALTIES.

CHURCHES WRECKED.

February 1st.

The Press Bureau has issued a statement saying that the Zeppelins last evening, apparently, attempted an extensive raid, but were hampered by a thick mist.

After crossing the coast they steered various courses, bombing several towns and rural districts in Derbyshire, Leicestershire, Lincolnshire and Staffordshire. There was some damage to property.

LONDON, February 3rd.

Unofficial accounts of the Zeppelin raid state that the Zeppelins arrived off the Norfolk coast at 5 o'clock in the afternoon. One dropped a message, "We return later." It was 5 o'clock on Tuesday morning before the last Zeppelin departed. Most damage was done in Staffordshire, where there were nine casualties.

The first intimation of the arrival of the Zeppelins was the extinction of the lights in the theatres and cinemas. Some of the entertainments were continued by candle-light. There was no panic. One bomb fell on a mission meeting, killing three ladies, including the speaker and injuring several.

Another bomb fell in a billiard room, killing a player. Most of the houses in one street of a town in the Midlands were destroyed and five members of one family, grandfather, grandmother, daughter, and the latter's two children were killed.

LONDON, February 3rd.

The Press Bureau announces that the casualties in the recent raid by Zeppelins now totals 59 killed and 101 injured. A Church and a Congregational Chapel were badly damaged.

A parish room was also wrecked, and fourteen houses were demolished, while a great number were less seriously damaged. There was slight damage in two places upon railway property. Only two factories were badly damaged, neither being of military importance. A brewery was also badly damaged. Two or three other factories were slightly damaged.

The total number of bombs discovered up to the present is 300.

Many fell in the rural places without result.

The Zeppelins used searchlights and threw out flares.

The Mayores of one town was seriously injured.

Passengers in a train heard a Zeppelin crossing and recrossing the railway and bombing for half an hour, but the train was unharmed.

Details concerning the bombed mission meeting in Staffordshire show that the wife of the vicar was standing reading a Bible to an audience of 200 women and girls, when a bomb fell between the room and the church, with a blinding flash. Then there was darkness. The vicar's wife and another lady were killed on the spot. The screams of the injured were terrifying. Two clergymen who were present were injured, but they assisted heroically in rescue work. The Church and vicarage were partly wrecked.

Another midland town was plunged into darkness and the trams were stopped. The Zeppelins passed without bombing. The inhabitants listened to an explosion in a town twelve miles distant. Thinking the raid over they resumed their ordinary life. At midnight the Zeppelin re-appeared and bombed the outskirts of the town. Little damage was done.

The Coroner at an inquest in Lincolnshire pointed out that fifty bombs were dropped, but only three people were killed, in Lincolnshire. The undoubted result would be to make Britons redouble their efforts to punish the miscreants.

Another Press Bureau announcement states that the utterly inaccurate Berlin official report of the raid further proves that the Zeppelins are unable to ascertain their position and to shape their course with any degree of certainty.

ZEPPELIN WRECKED IN NORTH SEA.

LONDON, February 3rd.

The Admiralty announces that a fishing-trawler reported to-day that she had seen a Zeppelin in the North Sea in a sinking condition.

A French vessel which has arrived at Hull also saw a wrecked Zeppelin in the North Sea on Thursday morning.

ZEPPELIN SINKS COASTING STEAMER.

LONDON, February 3rd.

The *Frans Fisher*, employed as a coasting collier, from Hartlepool to London, was sunk by a Zeppelin on Tuesday night. Thirteen persons were drowned, and three were saved by a Belgian steamer. The *Frans Fisher* was a captured enemy vessel of 987 tons.

RIGHTS OF AMERICANS.

TOPEKA, February 3rd.

President Wilson, in a speech, declared that it might be necessary to use force to vindicate the rights of Americans to the protection of international law.

AMERICA'S NAVAL AMBITIONS.

ST. LOUIS, February 4th.

President Wilson said the United States should build the greatest Navy in the world and be unconquerable.

[THROUGH REUTER'S AGENCY.]

GERMAN PEACE FEELERS.

LONDON, February 3rd.

The *Chicago Tribune* publishes new German peace feelers. These state that Germany is ready to relinquish Kinohau and the Pacific Islands and to conclude an agreement with Great Britain under which Germany will acquire an African Colony composed partly of former holdings, or a new block. Germany also demands the recognition of a German protectorate in the Turkish Empire, the cession of Russian Courland, the creation of an independent Poland under the German Crown Prince, and the cession of Bessarabia, Austria, Bukovina, and Transylvania to Rumania.

AFTER THE WAR.

SAFEGUARDING BRITISH INDUSTRIES.

LONDON, February 3rd.

A Board of Trade Sub-Committee recommends measures to safeguard, after the war, British industries which are most open to German competition, including larger funds for research and training, uniformity of the patent law throughout the Empire, trade marks distinguishing foreign goods, greater financial assistance to British industries, the formation of a Ministry of Commerce, the re-organisation of the Consular service, and tariff protection where necessary. The Sub-Committee says, regarding trade marks, that the Act should be urged to re-consider the question of the establishment of trade mark-registration in India.

DEATH OF TURKISH HEIR APPARENT.

SUICIDE OR FOUL PLAY?

AMSTERDAM, February 2nd.

A Constantinople telegram states that the Heir Apparent, Yussuf-Izz-din, has committed suicide on account of illness.

A later message states that the newspapers doubt the truth of the suicide of Yussuf-Izz-din and hint at foul play. The Heir Apparent was an Angliophile, and advocated peace with the *Entente*.

PARIS, February 3rd.

General Cherif Pasha, interviewed, asserted that Yussuf-Izz-din was assassinated because he opposed the Young Turks. His successor, Yahid-ed-din, is also an anti-Young Turk. He did not dare to prophesy long life for him.

IN THE CAMEROONS.

GERMAN DESERTERS SURRENDER.

AMPA,

SHIPPING

ARRIVALS.

ANHUI, British str., 1,350, Eddy, February 4th—Shanghai, February 1st, General.
 BUTTERFIELD & SWIRE.
 CRINGCHOW, British str., 1,195, Jas. Doyle, February 4th—Port Paranor, February 1st, Cement, Stone—Shewan, Tomes & Co.
 HUNAN, British str., 1,143, F. McDonald, February 4th—Wohaiwei, February 2nd, General—Butterfield & Swire.
 KANSU, British str., 1,259, Freer, February 4th—Wuhu, January 30th, Rice—Butterfield & Swire.
 KWANGSI, Chinese str., 1,530, C. Stewart, February 3rd—Shanghai, January 31st, General—Order.
 KUEICHOW, British str., 1,528, Forsyth, February 4th—Saigon, January 29th, Rice—Butterfield & Swire.
 OYAMU MARU, Japanese str., 1,358, J. Yoshikawa, February 3rd—Mitsui Bussan Kaisha.
 SINGAPOREAN, British str., 1,003, Saunderson, February 4th—Saigon, January 29th, Rice—Order.
 TAIHEI MARU, Japanese str., 1,953, J. Horiuchi, February 2nd—Dairen and Tsingtau, January 28th, General—Mitsui Bussan Kaisha.
 TUNANOKU, Dutch str., 3,510, A. W. La Rooy, February 3rd—Swatow, February 1st, General—Java—China—Japan Line.
 VULCANUS, Dutch str., 707, Kregien, February 2nd—Swatow, February 1st, General—Asiatic Petroleum Co.
 YEN MARU, Jap. str., from Canton.

DEPARTURES.

February 3rd.
 ELAX, British str., for Batik Papan.
 FAUSANG, British str., for Saigon.
 SHANGHAI, British str., for Shanghai.
 LINAN, British str., for Singapore.
 NELSON, British str., for Singapore.
 PERSIA MARU, Jap. str., for Manila.
 WUHU, British str., for Shanghai.
 February 4th.
 HONGKONG, French str., for Hoihow.
 KANSU, British str., for Canton.
 KASHING, British str., for Canton.
 NINGPO, British str., for Saigon.
 VULCANUS, Dutch str., for Swatow.
 WENCHOW, British str., for Canton.
 UNDA, British str., for Shanghai.
 YEN MARU, Jap. str., for Chiuwangtao.

SHIPPING REPORT.

The str. Kwangshu reports: Fine weather during voyage.

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. str. Namar, left Singapore for this port on the 30th inst. a.m., with the outward English mail, and is due here this morning.

CANADIAN MAIL.

The str. Montague arrived at Kobo on the 2nd inst. a.m., left Kobo on the 3rd inst. at 6 a.m., and is due to arrive at Wosung on Sunday, the 6th inst. p.m.

AMERICAN MAIL.

The str. Nevada from Middleboro left, and London left Singapore for this port on 1st inst. and may be expected to arrive here on 8th inst.

LATEST STEAMER MOVEMENT.

The P. & O. homeward mail steamer *Alatoya*, with the Hongkong mail of the 30th December, arrived at Marseilles on Tuesday, the 1st inst.

VESSELS ON THE BERTH.

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR GENOA ONLY.

THE Steamship.

"GLENLOGAN."
 Captain H. J. Henderson, will be despatched for the above port on or about the 15th Feb. 1916. For freight, passage and further information, apply to SHEWAN, TOMES & Co., Agents, Hongkong, 13th January, 1916. [172]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMSTERDAM, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship.

"SARDINIA."
 Captain J. T. Jeffery, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 11th February, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s str. "KRYSTAL," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Bulk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay per str. "SARDINIA," due in London about the 27th March, 1916.
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to B. V. D. FARR, Acting Superintendent, Hongkong, 31st January, 1916. [1]

HONGKONG—NEW YORK.

FOR NEW YORK VIA SUEZ CANAL OR CAPE OF GOOD HOPE.

S.S. "EGREMONT CASTLE."

For Freight and further information, apply to DODWELL & Co., Ltd., Agents, Hongkong, 3rd January, 1916.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blaine Pier. 3. From Blaine Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SINGAPORE, MALACCA, PENANG, & LONDON & BOMBAY VIA USUAL PORTS OF CALL.	ATYU MARU	Jap. str.	1	T. Sato	NIPPON YUSEN KAISHA	On 10th inst. at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	SARDINIA	Brit. str.	1	J. T. Jeffery	S. & O. B. N. Co.	On 10th inst. at 3 p.m.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	KANSAS	Brit. str.	1	J. E. Drake	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	MONGARA	Brit. str.	1	H. J. Henderson	THE BANK LINE, LIMITED	About 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	CORDILLERA	Brit. str.	1	K. Hori	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	CHENLOAN	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	CHICAGO MARU	Jap. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	KANAKURA MARU	Jap. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	ANTO MARU	Jap. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	EGREMONT CASTLE	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	TAISONDARI	Dut. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	TERZO MARU	Jap. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NIPPON MARU	Jap. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	MONTAGUE	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	EMPEROR OF RUSSIA	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	AKI MARU	Jap. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	TAIYUAN	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	ST. ALBANS	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	SUGAR	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	TANGO MARU	Jap. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	CHIPPINGHAM	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	YATSHING	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NAMUR	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	CHENAN	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	CHOTABAN	Jap. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	ANHUT	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	HAKATA MARU	Jap. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	AMANTIQUE	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NANIK	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	DELING MARU	Jap. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	MITARAKI MARU	Jap. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	DAIYIN MARU	Jap. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	HAICHING	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	HAICHING	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	TAISANG	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	SHAOHSING	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	LOONGHANG	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	SALAMIS	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	SHINKOKU MARU	Jap. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	SHIRIN MARU	Jap. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	LAHANG	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	KUMANG	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NAMANG	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	JIKSEN MARU	Jap. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	TAKSANG	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	MAUSANG	Brit. str.	1	Higo	THE BANK LINE, LIMITED	On 15th inst.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STAMBERS	NO. SAIL
SINGAPORE, PENANG & CALCUTTA "LAISANG"	Saturday, 5th Feb. 3 p.m.	5th Feb. 3 p.m.
HONGKONG "TAKSANG"	Sunday, 6th Feb. 3 a.m.	6th Feb. 3 a.m.
MANILLA "TAISANG"	Monday, 7th Feb. 3 p.m.	7th Feb. 3 p.m.
SHANGHAI "CHOUYANG"	Tuesday, 8th Feb. D'light.	8th Feb. D'light.
MANILLA "MAUSANG"	Tuesday, 8th Feb. Noon.	8th Feb. Noon.
SINGAPORE, PENANG & CALCUTTA "KUTSANG"	Tuesday, 8th Feb. 3 p.m.	8th Feb. 3 p.m.
KOBE & MOJI "YATSHING"	Wednesday, 9th Feb. D'light.	9th Feb. D'light.
SINGAPORE, PENANG & CALCUTTA "NAMANG"	Thursday, 10th Feb. 3 p.m.	10th Feb. 3 p.m.
MANILLA "CHIPPINGHAM"	Thursday, 10th Feb. D'light.	10th Feb. D'light.
TIENTSIN & WEIHAIWEI "CHIPPINGHAM"	Thursday, 10th Feb. 3 p.m.	10th Feb. 3 p.m.

RETURN TO JAPAN.
 The steamers "KUTSANG," "NAMANG," and "FOOKANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Japan Sea) and Moji to Hongkong. Time occupied, 25 days. This service is supplemented by the "YATSHING," "KUMANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 18 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
 Taking cargo on Through Bills of Lading to Yangtze Ports, Chetoo, Tientsin, Dalny, Wihaiwei.
 Taking cargo on Through Bills of Lading to Kaitai, Lahad Datta, Singapore, Tawau, Jesselton and Labuan.
 Telephone No. 215.
 For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd., Hongkong, 3rd January, 1916. GENERAL MANAGERS. [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 15th April, 1915. [24]

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215. AGENTS.

Hongkong, 15th April, 1915. [24]

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMERWARD.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 26th October, 1915. [23]

Telephone No. 215 Sub. Ex. 10.

Hongkong, 26th October, 1915. [23]

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CANADIAN PACIFIC RAILWAY

COMPANY'S

STEAMSHIP LINE

FROM CHINA & JAPAN TO

CANADA, UNITED STATES & EUROPE

VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.

QUICKEST TIME ACROSS THE PACIFIC

"EMPERESS OF RUSSIA"—"EMPERESS OF ASIA"

16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPERESS OF JAPAN"—"EMPERESS OF RUSSIA"

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Ships in communication with Cape D'Aguiar Radio Telegraph Station:—

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